Bain, and O'Reilly. The longest existing line is that between New Orleans and New York, by means of which, in April last, direct communication between the two cities in a single circuit over an extent of 3,000 miles was obtained, despatches being sent between the two places sixty seconds "a-head of time." The expense of their construction varied from 100 to 200 dollars per mile, the profits alternating at between three and six per cent per annum. The number of wires also varies, there being between some places only one, and between others two, four, and five. On the western and Canada routes there is generally but one. The Washington and New Orleans Telegraph charge two dollars from Washington to New Orleans, 1,716 miles, with no charge for address, date, or signature; the Atlantic and Ohio Telegraph, one dollar and thirty cents, from Philadelphia to Milwaukie, 812 miles. The Magnetic Telegraph, from New York to Washington, 245 miles, fifty cents; and to New Orleans, two dollars fifty cents; but when a communication exceeds 100 words, the price on all words exceeding is reduced one-third. The New York and Niagara Telegraph charge sixty-five cents for 500 miles. These charges are the same to all places on the intermediate routes, each line running its wires through numerous towns and cities where telegraph stations are established.

PUBLIC SLAUGHTERHOUSES: NECESSITIES OF LONDON.

I FIND there is a general belief, that wherever the metropolitan cattle market is to be placed, the slaughtering of nearly all the cattle will take place there, and that all the buildings for that purpose are to be located thereabouts. As I have had something to do with the laying out of another metropolitan cattle market, I was led to inquire into all the circumstances, and I found that although a large number of cattle would be slaughtered in the neighbourhood of the market, several slaughterhouses (I am considering that slaughtering would be made compulsory away from the centre of the town) would be required round about London, —at least twelve on a moderately large scale,— because the trade must be accommodated as near to their respective places of business as possible; that it will be better to have several slaughterhouses of moderate extent than a limited number of very large dimensions; that each establishment ought to have a number of stalls for individual butchers, to be under their own lock and key, and one large one for those who kill but few animals and only occasionally; that premises should be provided in each establishment for cleansing and working up all the products from the animals, so that the washings of the offal should only be conducted away as manure; and that very strict regulations should be enforced as to the routes and times at which the cattle are to be driven from the cattle market to the several slaughterhouses.

The mode of arriving at the amount of accommodation required for slaughtering all the cattle for the metropolis I have estimated by taking the proportion of those butchers who slaughter as compared with those who do not, and I find that about 1,500 have their own slaughterhouses, and kill all kinds of animals, or nearly so; that about 500 send their cattle to the common slaughterhouses, or join others in premises, or only kill a few sheep in cellars, &c.; and that from 600 to 800 do not kill any animals at all, but purchase their meat at the large markets and convey it to their shops. The accommodation, therefore, must be provided among all the slaughterhouses for about 1,500 butchers in private stalls, and say for 600 or 700 in large places common to all, where they can occasionally kill.

The objection of carrying the meat from the slaughterhouses to the shops is not so great as it has been made to appear, for at the present time one-half of the 2,600 or 2,800 butchers in and round London convey all or certain portions of their meat from the centre of London to distances varying from one mile to six miles, and that very meat either walks into London (one-third part of the animals is not used for food) or is conveyed dead from the country. Under a new system, a large quantity of meat would still be conveyed from the central markets, but, if the public slaughterhouses are properly placed, all the butchers would have only short distances to convey the meat and none of the offal or tallow, which need not be collected and carried about the streets to and fro as at present; and all the driving of cattle through the central streets will be totally done away with.

I agree with you that it is unjustifiable to place a cattle market, with slaughterhouses, meat market, and dwellings for the persons employed about them, in such a locality as Copenhagen-fields, which has been, and was becoming more so, a retirement from other more occupied and bustling places; and it is all nonsense for the corporation to say that the market, occupying about eight or ten acres, will be isolated and surrounded by seventy acres: the whole neighbourhood, for a quarter of a mile round the seventy acres, will seriously feel the effects of the nuisance.

R. B. GRANTHAM.

THE BRISTOL GENERAL HOSPITAL COMPETITION.

THE report of the building committee, now before us, states that in the first instance a sub-committee was nominated "to select from the designs for a new hospital, four and not exceeding six of the plans, with leave to call in professional assistance, if desirable, to enable them to form a correct judgment of the merits of the designs submitted by the competing architects, and to report the result." Feeling the need of professional assistance, they called in Mr. George Wightwick, residing in the neighbourhood, and not now in practice. With his recommendation, the sub-committee agreed and presented a report founded upon it. After further consideration, the four designs thus selected were submitted to Mr. T. H. Wyatt, and he recommended, as the sub-committee had previously done, the design of Mr. W. B. Gingell. This gentleman has accordingly been appointed architect. The second premium was awarded to Messrs. Aickin and Capes; the third to Messrs. Clarke and Norton; and the fourth to Messrs. Coe and Goodwin, all of London.

We have received several very violent letters on the subject, one a personal attack on the character of the selected architect, which would subject us to an action for libel, but we decline inserting them. It cannot be denied that some of the proceedings have had a strange appearance: the public acrimonious discussion of the merits and demerits of the plan which is now selected, long before the decision was made, was, to use the mildest term, very irregular; but supported in their decision, as the committee are, by the opinion of two professional men of integrity, we cannot question its justice.

THE STATUE OF NAPOLEON AT LYONS.

ON the occasion of the visit of the Prince President to Lyons, among other festivities was the inauguration of the equestrian statue of the Emperor (that is to say, of Napoleon the Great), by M. Le Comte de Nieuwerkerke. The French newspapers have worked themselves up to a perfect *furore* of enthusiasm in describing this event, and vie with each other in painting, in the most glowing colours, the excited crowds, the salvoes of artillery, the cries of "Vive l'Empereur," and all the signs of attachment and gratitude that have marked the progress of the modern Attila.

The statue is the same which was shown at the Exhibition of 1851, in London, and subsequently in the Champs Elysées, at the national *fête* of the 15th of August.

The Emperor is represented in his popular costume, with his gray *redingote* and the little traditional cocked hat. One hand is reining his charger, and the other is placed on his heart, as when uttering those memorable words, "*Lyonnais, Je comprends.*" The statue is placed on a marble base, ornamented with garlands of laurel: two symbolical figures ornament the lateral faces, representing War and Justice, and at the back Industry and Commerce, supporting the dedication of the monument "to Napoleon."

Sculptured on the marble, and covering the circular part of the pedestal, are basso-relievi, showing to the north the flags of Prussia and Russia, with tablets, on which are engraved the principal victories accomplished in these countries,—Eylau, Friedland, Moscow, Silesia, &c.; the south recalling the memories of Italy and Austria,—Arcola, Mount St. Bernard, Marengo, &c.; the east, with palms and crowns of lotus, and the names of the pyramids,—Cairo, Damietta, &c. The west containing on one side a representation of the Adieux at Fontainbleau, and on the other, Prometheus torn by a Vulture—"a mournful allusion," says the *Constitutionnel*, "to the sufferings that rent the heart of the Emperor on the rock of St. Helena."

The idea of this statue was first broached in 1849, and was confided to a committee of the citizens of Lyons. Under their auspices it progressed rapidly, and was finished some time ago, but the formal inauguration was deferred until the President's visit.

This ceremony took place on Monday, the 20th ult. in presence of an immense concourse. The Prince received an inflated address from M. Duhamel, mayor of the second arrondissement, the president of the commission, who, after a tedious recital of the favour this city had received from the Emperor, concluded with—"Inheritor of his name—be so also of his greatness, as well as of his affection for us, and the love of a city which was the first to acknowledge the legitimacy of the Emperor. Honour to the memory of that great man, and *Vive son neveu, le Prince-Président! Vive l'Empereur!*" At the finish of this address, the mayor presented M. Maugin, the architect of the monument, to the Prince, who invested him with the cross of the Legion of Honour.

P.

RAILWAY MATTERS.

AMALGAMATION being, in the meantime at least, impracticable, we are to have a rather hot competition, it appears, between the London and North-Western and the Great Western companies, a circumstance which shows pretty clearly the main motive to the proposal of amalgamation. The London and North-Western contemplate, it is said, a further reduction in their passenger fares, in order to meet the increased competition to which they will be subjected on the opening throughout of the Great Western line,—the proposed reduction to come into operation in course of this month, when, it is understood, passengers will be conveyed at the rate of 2d. per mile by express trains, 1½d. per mile by ordinary trains, and ½d. per mile by third-class or parliamentary trains. The precise reductions, however, are not yet determined on. The Great Western, on the other hand, threaten to carry passengers throughout for 10s. each, as soon as their line is opened. The London and North-Western too, as already noted, are making arrangements to travel the distance from Birmingham to London in two hours. ——A new ventilating apparatus has been applied to some of the American railway cars. It consists of two parts, one for withdrawing the foul air and another for replacing it with pure air. The withdrawal is effected simply by opening the car windows outwards like doors towards the back of the car, so that the rush in the external air, while the car is pushing forward, will have a tendency to exhaust the air within the car, by traction as it were towards itself,—in fact by the tendency to exhaustion perpetually sustained at the point of exit. The other part of the apparatus consists of an orifice in the roof of the car, so fitted up with perpendicular tubes pointing down into a vessel of water that the air can only have entrance through the tubes, and by impinging on the surface of the water and escaping over the rim of the vessel into the interior. By these means it is calculated that the air will be

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